

# BookletChart<sup>TM</sup>

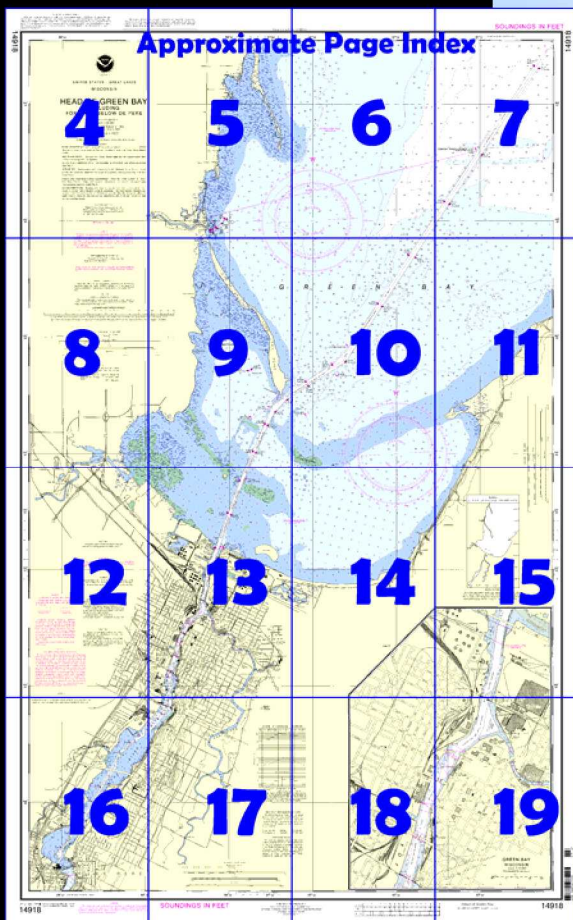
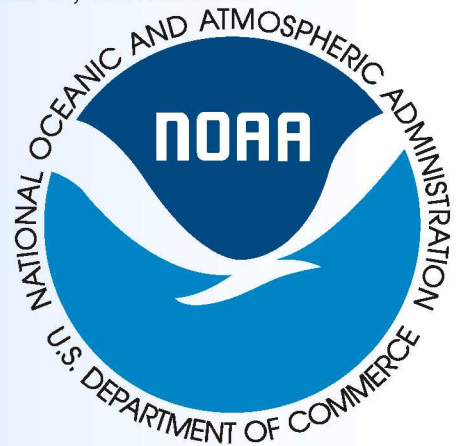
## Head of Green Bay Including Fox River below De Pere

(NOAA Chart 14918)

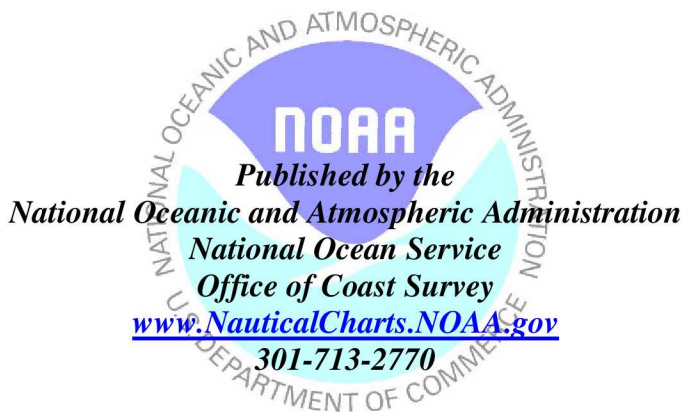


A reduced scale NOAA nautical chart for small boaters. When possible, use the full size NOAA chart for navigation.

- ✓ Complete, reduced scale nautical chart
- ✓ Print at home for free
- ✓ Convenient size
- ✓ Up to date with all Notices to Mariners
- ✓ United States Coast Pilot excerpts
- ✓ Compiled by NOAA, the nation's chartmaker.



*Home Edition (not for sale)*



### What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

### What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

### Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.



#### **[Coast Pilot 6, Chapter 11 excerpts]**

(940) **Green Bay Harbor**, at the mouth of **Fox River** at the S end of Green Bay, serves the cities of **Green Bay, Wis.**, and **De Pere, Wis.** The major commodities handled at the port are coal, limestone, wood pulp, cement, aggregates, and agricultural products.

(941) The most prominent objects in the approach to Green Bay are a tank 4 miles ESE of the mouth of Fox River, a lighted stack 1.1 miles S of the river mouth, a stack 2.1 miles NW of the river mouth, and a tank 3.5 miles

NW of the river mouth at the town of Howard.

(942) **Green Bay Harbor Entrance Light** (44°39.2'N., 87°54.1'W.), 72 feet above the water, is shown from a white conical tower on a cylindrical base on the W side of the entrance channel 9.3 miles NE of the mouth of Fox River. A fog signal is at the light.

(945) **East River** empties into the E side of Fox River 1.3 miles above the mouth. The river is navigable to Baird Street bridge, 1.3 miles above the mouth. A depth of about 5 feet can be carried through the narrow and tortuous channel.

(946) **Grassy Island**, on the E side of the entrance channel 4 miles NE of the Fox River mouth, and **Cat Island**, on the W side of the channel opposite, partially cover during periodic high-water conditions. Grassy Island is marked on the NW end by a light.

(956) **Green Bay Coast Guard Station**, seasonally operated, is on the E side of the mouth of Fox River.

(957) Green Bay is a **customs port of entry**.

(984) Most of the facilities along the shores of Fox River offer all or some of the following services: transient berths, gasoline, diesel fuel, water, ice, electricity, marine supplies, launching ramps, pumpout service, a lift and /or a marine railway. Demasting service is available on the E side of the river at the mouth, about 3 miles above the mouth, and on the W side about 0.9 mile above the mouth.

(1014) **Long Tail Point**, a low ridge submerged in places, reaches SE about 3 miles from the shoreline just S of the mouth of Suamico River.

**Dead Horse Bay**, on the SW side of Long Tail Point, has good anchorage for small craft in depths of 8 to 10 feet, sand and gravel bottom. A marina on the W side of the bay provides berths, electricity, gasoline, and sewage pump-out.

(1015) **Duck Creek**, flowing into Green Bay 1.5 miles NW of the mouth of Fox River, is navigable by small craft for 2.7 miles above the mouth. The creek has depths of 1 to 3 feet through marshy areas near the mouth, thence 3 feet in the creek.

(1016) **Suamico River** is a small stream flowing into Green Bay about 6 miles N of the mouth of Fox River.

(1020) From Suamico River N for 14 miles to Pensaukee, the shore is bordered by shoals extending about 3 miles off. Depths of 2 feet are as much as 1.7 miles off. **Little Tail Point**, 3 miles N of Suamico River, is a narrow ridge, nearly level with the water surface, that extends about 1.8 miles SE from shore. **Little Suamico River** is a small stream 5 miles N of Suamico River.



# Table of Selected Chart Notes

## Pump-out facilities

Corrected through NM Mar. 20/04  
Corrected through LNM Mar. 09/04

### NOTE B

A depth of 25.0 feet for a mid - width of 150 feet is available from the channel entrance to buoy 15.  
The Corps of Engineers should be consulted for changes to the above information.

Jun 2009

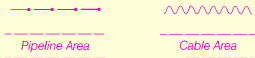
### HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83) and for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1902 must be corrected an average of 0.150" southward and 0.456" westward to agree with this chart.

### CAUTION

#### SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:



Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.

Covered wells may be marked by lighted or unlighted buoys.

### CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

### CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117. Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:

○ (Accurate location)    ◐ (Approximate location)

### CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

During some winter months or when endangered by ice, certain aids to navigation are replaced by other types or removed. For details see U.S. Coast Guard Light List.

### RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

### NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Green Bay, WI	KIG-65	162.550 MHz
Sheboygan, WI	WWG-91	162.425 MHz

### SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 6 for important supplemental information.

— — Extreme Levels (period of record)

Low Water Datum, which is the plane of reference for the levels shown on the above hydrograph, is also the plane of reference for the charted depths. If the lake level is above or below Low Water Datum, the existing depths are correspondingly greater or lesser than the charted depths.

Sailing courses and limits indicated in magenta are recommended by the Lake Carriers Association and the Canadian Shipowners Association.

Additional information can be obtained at [nauticalcharts.noaa.gov](http://nauticalcharts.noaa.gov).

### CAUTION

#### BASCULE BRIDGE CLEARANCES

For bascule bridges, whose spans do not open to a full upright or vertical position, unlimited vertical clearance is not available for the entire charted horizontal clearance.

### CAUTION

Due to periodic high water conditions in the Great Lakes, some features charted as visible at Low Water Datum may be submerged, particularly in the near shore areas. Mariners should proceed with caution.

### WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot 6 for details.

### NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 6. Additions or revisions to Chapter 2 are published in the Notices to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 9th Coast Guard District in Cleveland, Ohio, or at the Office of the District Engineer, Corps of Engineers, in Detroit, Michigan.

Refer to charted regulation section numbers.

### POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

### NOTE C

In October 2001, underwater obstructions were reported in the West draw. Depths of 6 feet were reported approximately 3 feet from the West pier, and a depth of 15 feet was reported approximately 5 feet from the West pier.

### SOURCE DIAGRAM

Most of the hydrography identified by the letter "J" was surveyed by the U.S. Army Corps of Engineers prior to 1974. Channels currently maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

### CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner.

This nautical chart has been designed to promote safe navigation. The National Ocean Service encourages users to submit corrections, additions, or comments for improving this chart to the Chief, Marine Chart Division (N/CS2), National Ocean Service, NOAA, Silver Spring, Maryland 20910-3282.

**AUTHORITIES.** Hydrography and topography by the National Ocean Service, Coast Survey with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

**AIDS TO NAVIGATION.** Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

**SAILING DIRECTIONS.** Bearings of sailing courses are true and distances given thereon are in statute miles between points of departure. The true bearing between any two points on this chart may be determined by connecting the two points with a straight line and measuring the angle of its intersection with a meridian line at or near the middle of the course.

**SYMBOLS AND ABBREVIATIONS.** For complete list of symbols and abbreviations see Chart No. 1.

### NOTES

**PLANE OF REFERENCE OF THIS CHART** (Low Water Datum) .....577.5ft  
Referred to mean water level at Rimouski, Quebec, International Great Lakes Datum (1985).

**BRIDGE AND OVERHEAD CABLE CLEARANCES.** When the water surface is above Low Water Datum, bridge and overhead clearances are reduced correspondingly. For clearances see U.S. Coast Pilot 6.

### PRINT-ON-DEMAND CHARTS

NOAA and its partner, OceanGrafix, offer this chart updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 5-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts or contact NOAA at 1-800-584-4683, <http://NauticalCharts.gov>, [help@NauticalCharts.gov](mailto:help@NauticalCharts.gov), or OceanGrafix at 1-877-56CHART, <http://OceanGrafix.com>, or [help@OceanGrafix.com](mailto:help@OceanGrafix.com).

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14918

88°04'

88°02'



UNITED STATES - GREAT LAKES

WISCONSIN

# HEAD OF GREEN BAY INCLUDING FOX RIVER BELOW DE PERE

Polyconic Projection  
Scale 1:25,000

North American Datum of 1983  
(World Geodetic System 1984)

SOUNDINGS IN FEET

Additional information can be obtained at [nauticalcharts.noaa.gov](http://nauticalcharts.noaa.gov).

## NOTES

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SYMBOLS AND ABBREVIATIONS. For complete list of symbols and abbreviations see Chart No. 1.

AUTHORITIES. Hydrography and topography by the National Ocean Service, Coast Survey with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

BRIDGE AND OVERHEAD CABLE CLEARANCES. When the water surface is above Low Water Datum, bridge and overhead clearances are reduced correspondingly. For clearances see U.S. Coast Pilot 6.

SAILING DIRECTIONS. Bearings of sailing courses are true and distances given thereon are in statute miles between points of departure. The true bearing between any two points on this chart may be determined by connecting the two points with a straight line and measuring the angle of its intersection with a meridian line at or near the middle of the course.

## RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

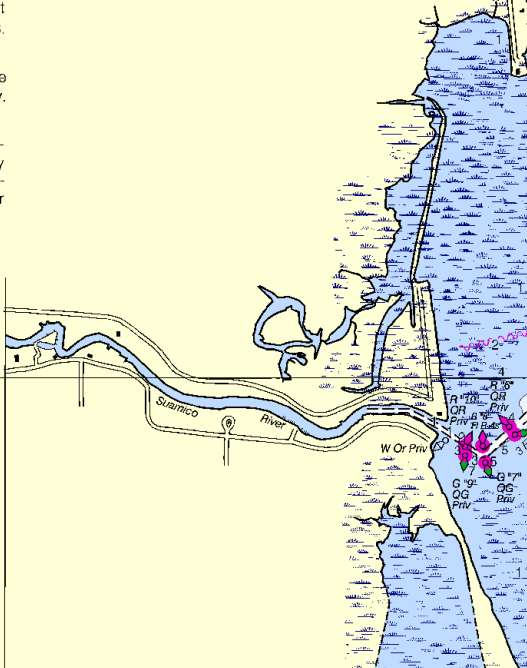
## Pump-out facilities

## NOTE A

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Refer to charted regulation section numbers.

## SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 6 Joins page 8

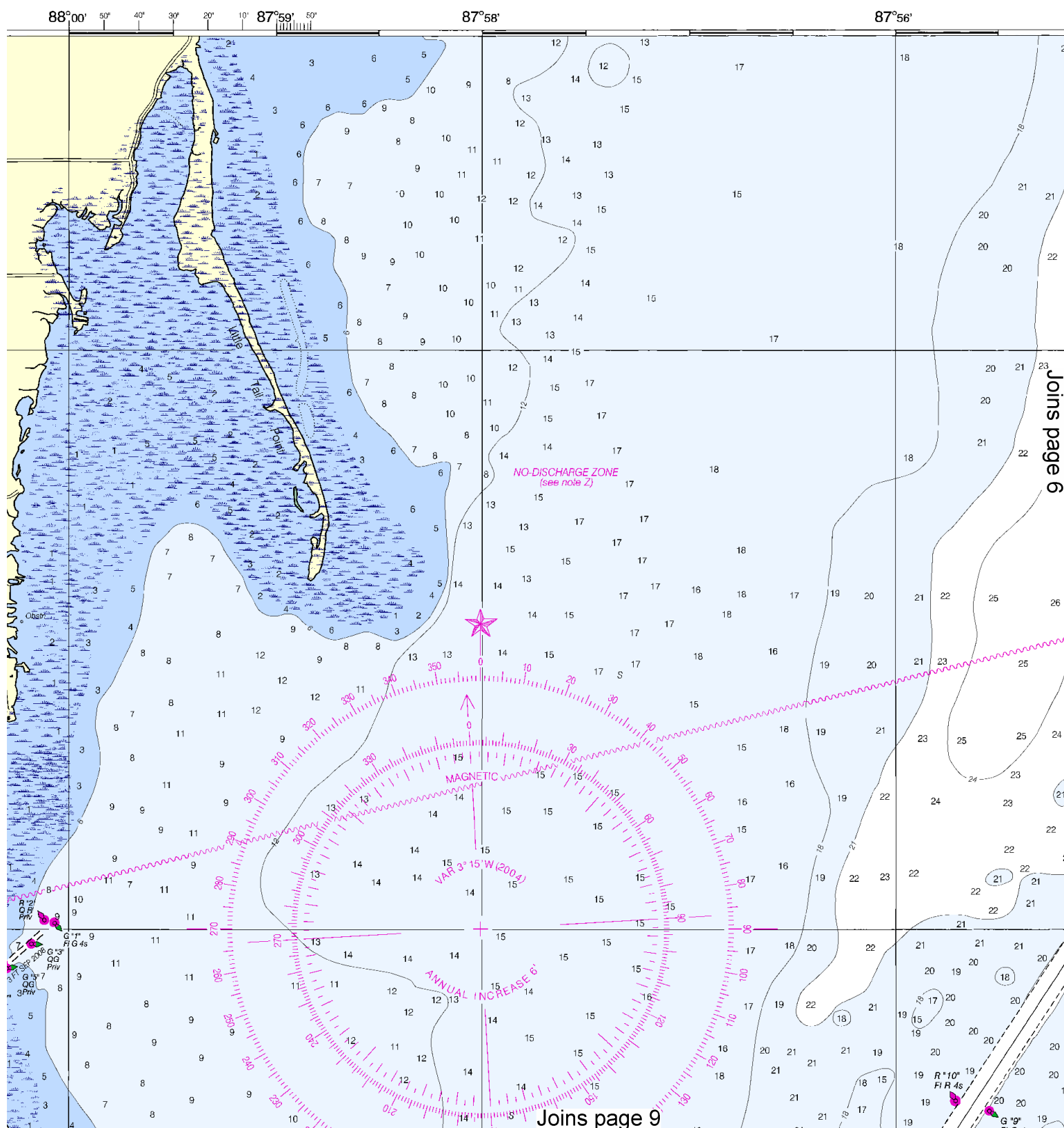


4



Printed at reduced scale. SCALE 1:25,000 See Note on page 5.

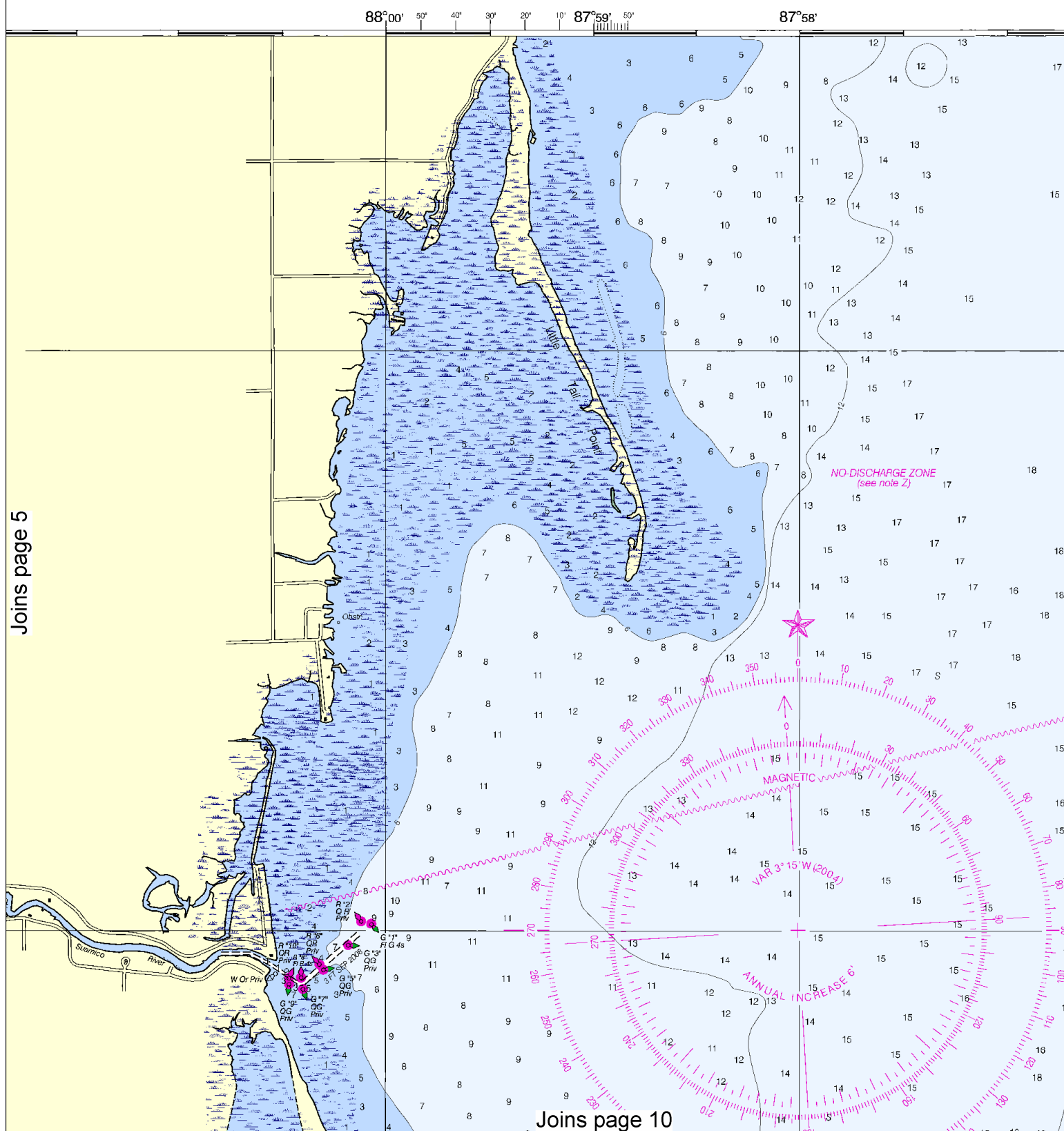




This BookletChart was reduced to 75% of the original chart scale.  
 The new scale is 1:33333. Barscales have also been reduced and  
 are accurate when used to measure distances in this BookletChart.

designed to promote safe navigation. The National  
to submit corrections, additions, or comments for  
Marine Chart Division (N/CS2), National Ocean  
aryland 20910-3282.

Formerly LS 725, 1st Ed., Dec. 1905 KAPP 1442



Joins page 5

Joins page 10

6

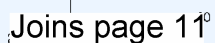
North

Printed at reduced scale. SCALE 1:25,000 — See Note on page 5.

Nautical Miles

Yards

## 14918



7

## SUPPLEMENTAL INFORMATION

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Sailing courses and limits indicated in magenta are recommended by the Lake Carriers Association and the Canadian Shipowners Association.

## POLLUTION REPORTS

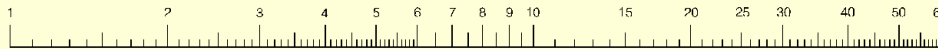
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### CAUTION

## BASCJLE BRIDGE CLEARANCES

For bascule bridges, whose spans do not open to a full upright or vertical position, unlimited vertical clearance is not available for the entire charted horizontal clearance.

### LOGARITHMIC SPEED SCALE



SCALE 1:25,000

Nautical Miles

Statute Miles

Yards

Meters

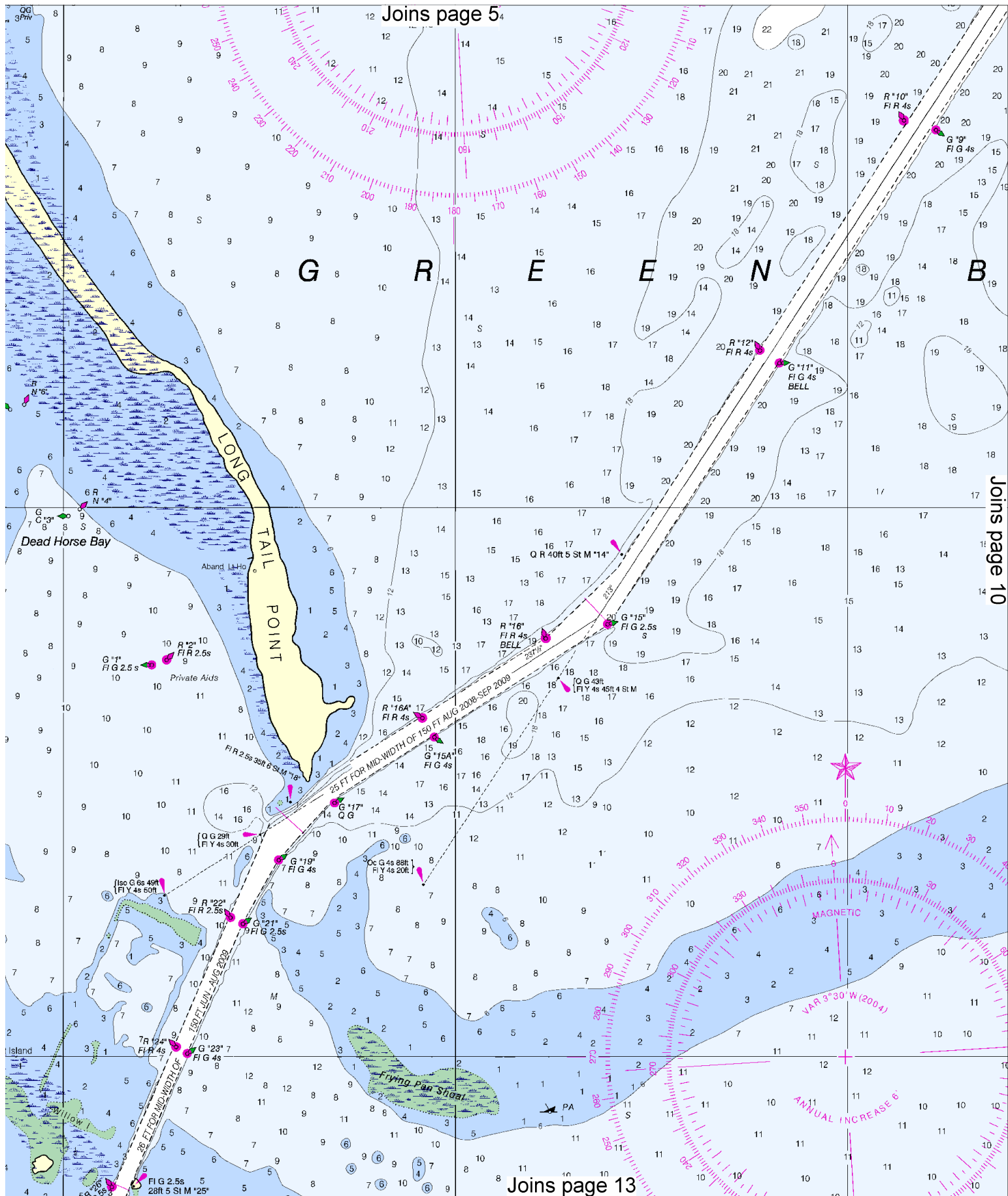
NOTE B

A depth of 25.0 feet for a mid-width of 150 feet is available from the channel entrance to buoy 15.

The Corps of Engineers should be consulted for changes to the above information.

Joins page 12



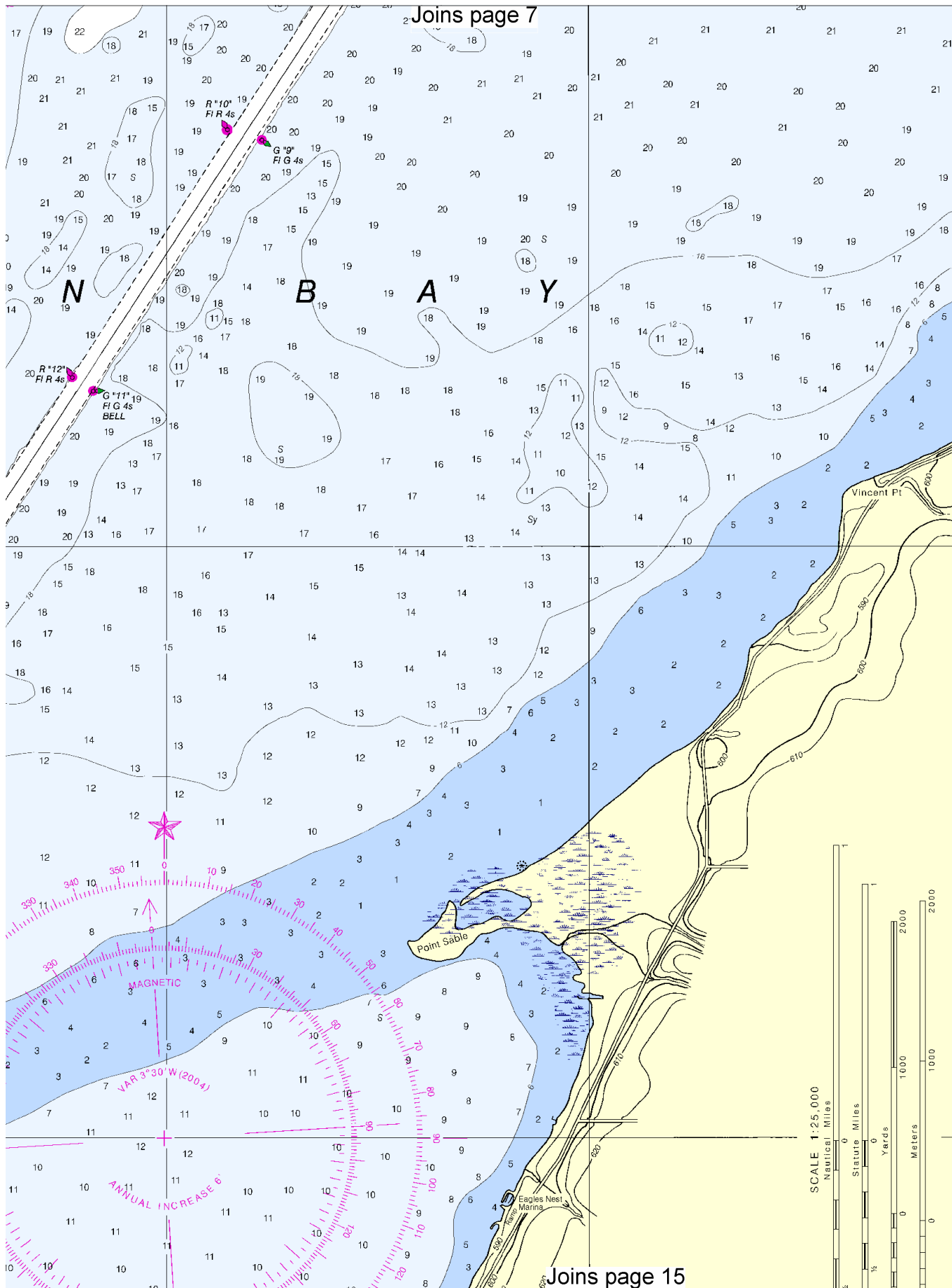




Printed at reduced scale. ~~SCALE 1:25,000~~ See Note on page 5.  
Nautical Miles

1.25,0  
Nautical Miles

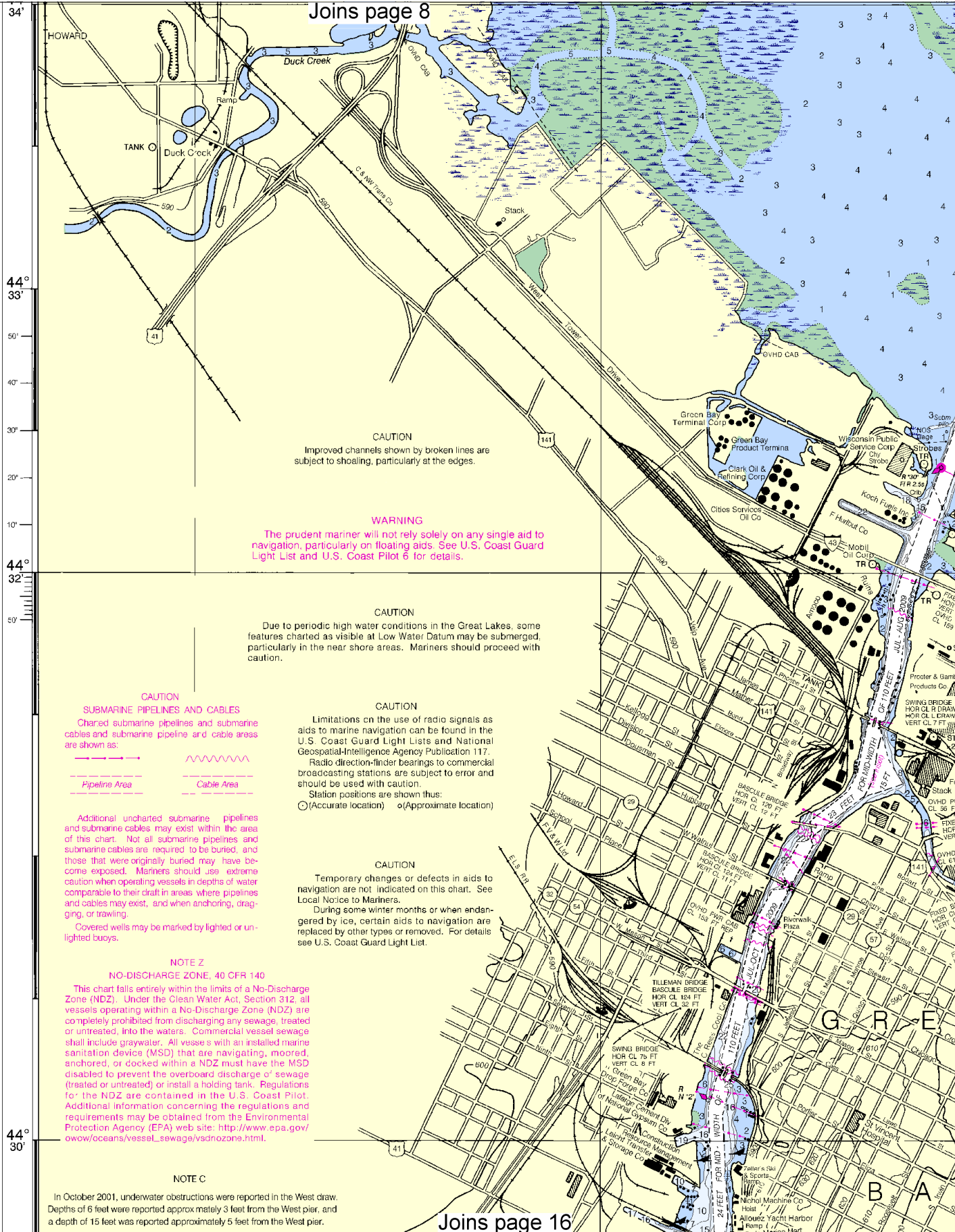
See Note on page 5.



44°  
36'

44°  
34'

Joins page 8



Joins page 16

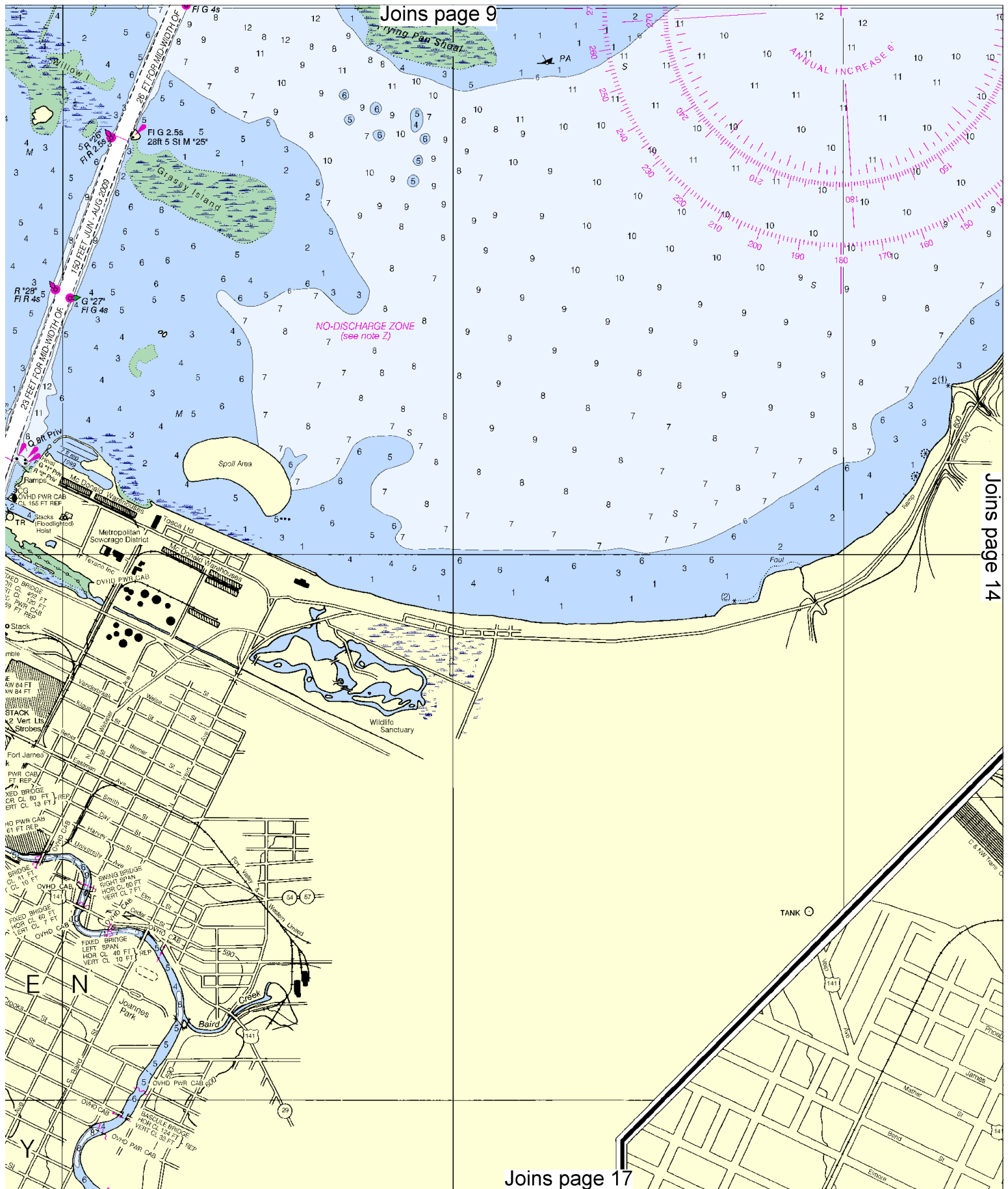
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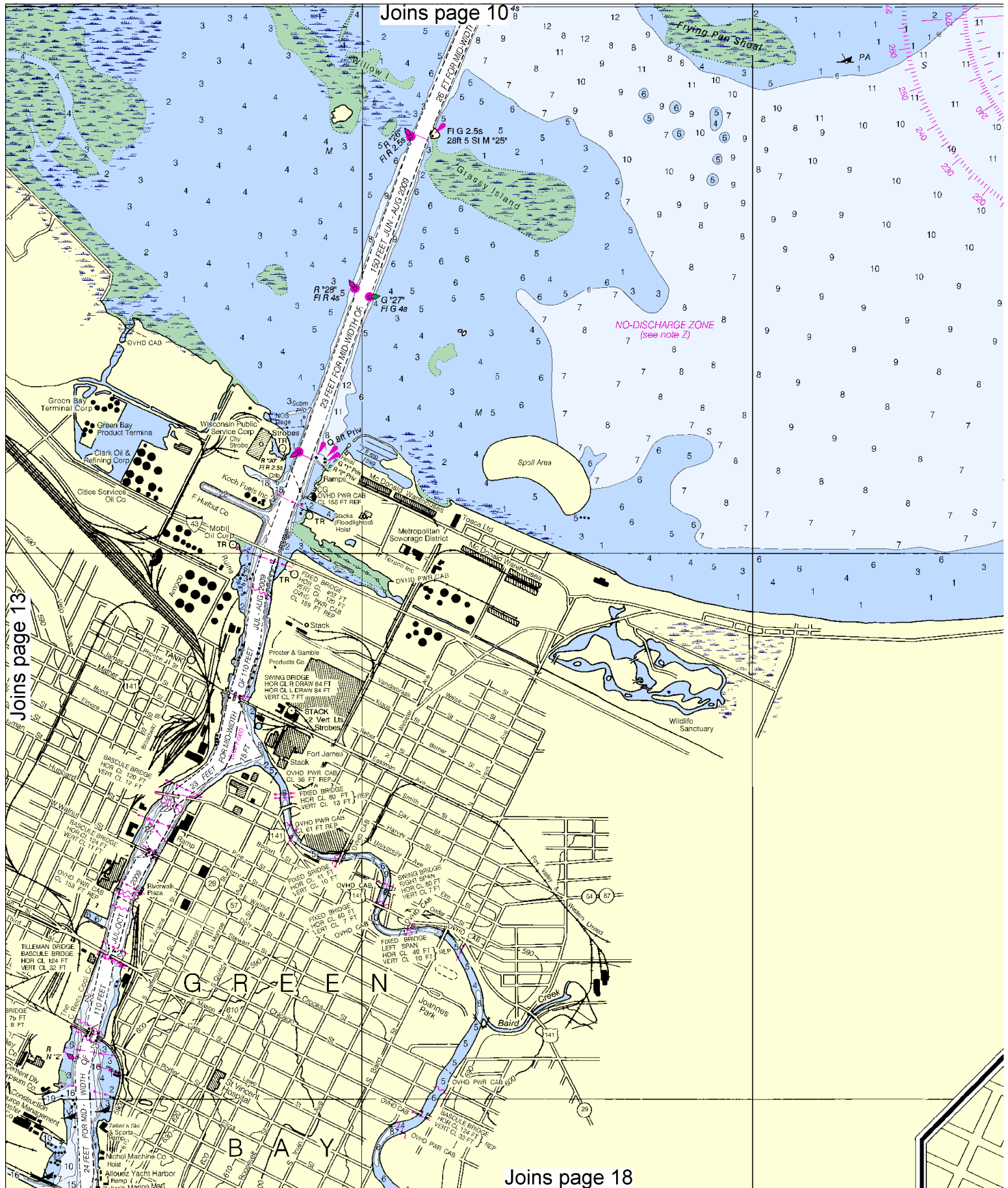


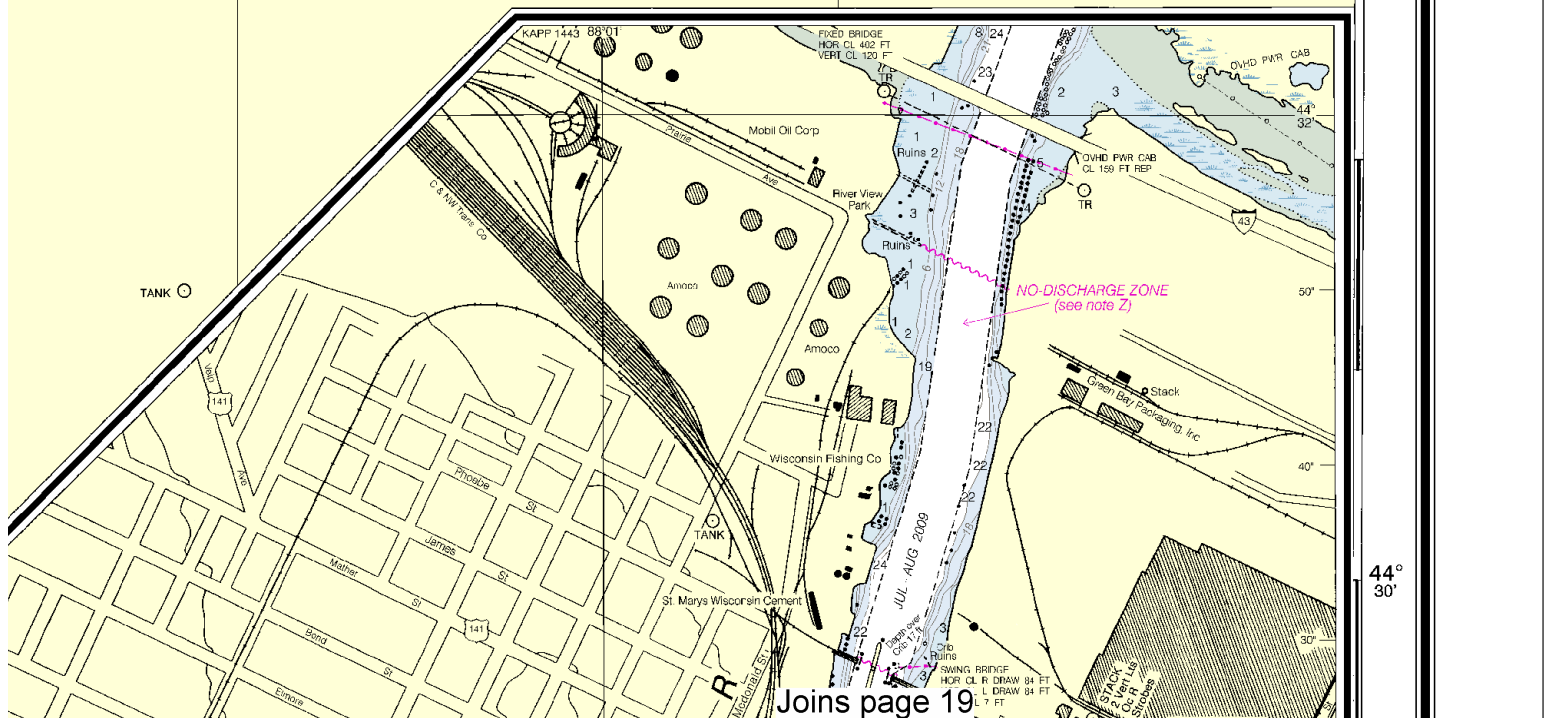
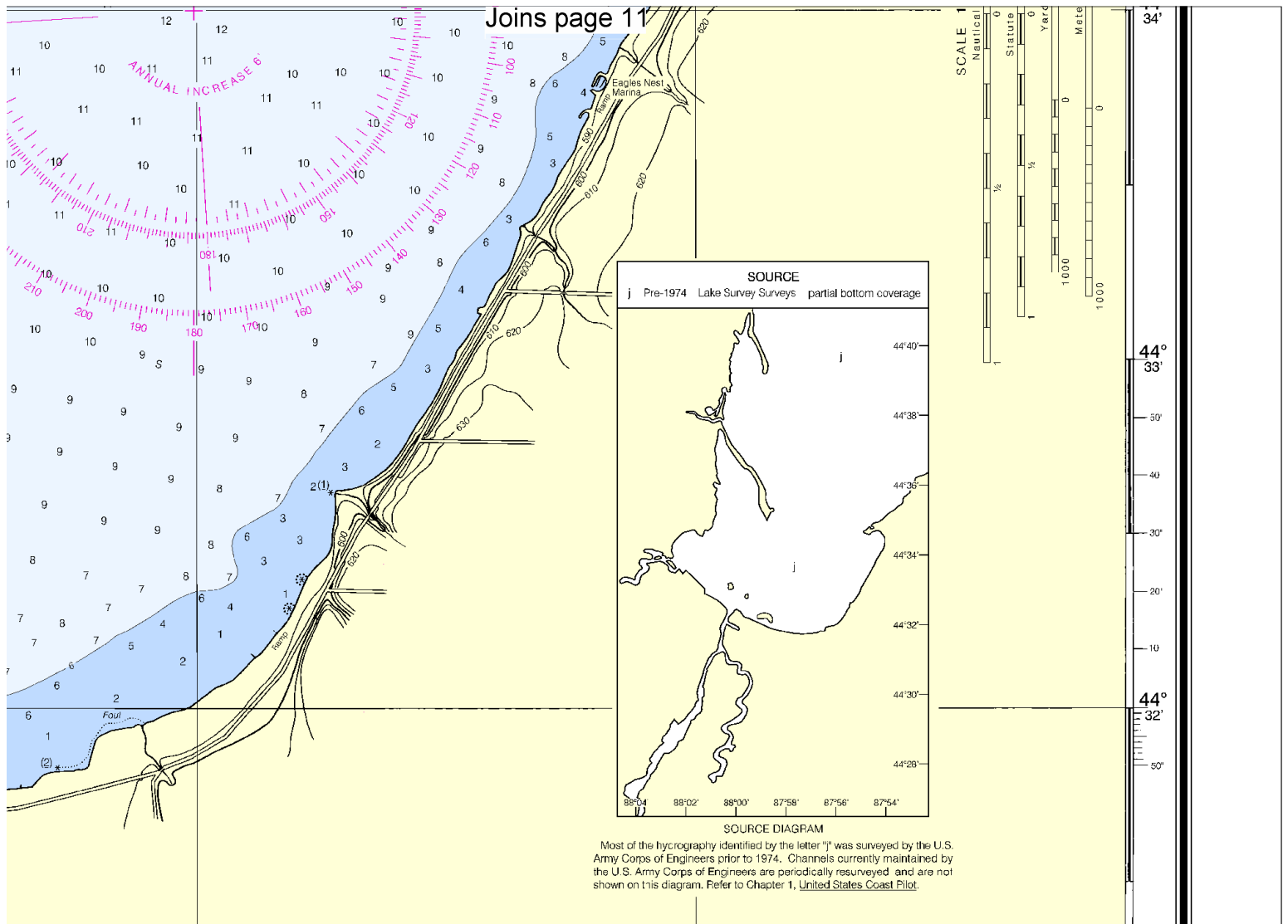
Printed at reduced scale. SCALE 1:25,000 See Note on page 5.













for the NDZ are contained in the U.S. Coast Pilot Joins page 12  
Additional information concerning the regulations and  
requirements may be obtained from the Environmental  
Protection Agency (EPA) web site: [http://www.epa.gov/owow/oceans/vessel\\_sewage/vsdnozone.html](http://www.epa.gov/owow/oceans/vessel_sewage/vsdnozone.html).

44°  
30'

#### NOTE C

In October 2001, underwater obstructions were reported in the West draw.  
Depths of 6 feet were reported approximately 3 feet from the West pier, and  
a depth of 15 feet was reported approximately 5 feet from the West pier.

44°  
28'



88°04' CONTINUED ON CHART 14918

88°02'

27th Ed., Mar. / 04 ■ Corrected through NM Mar. 20/04  
Corrected through LNM Mar. 09/04

14918

#### CAUTION

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SOUNDINGS IN FE

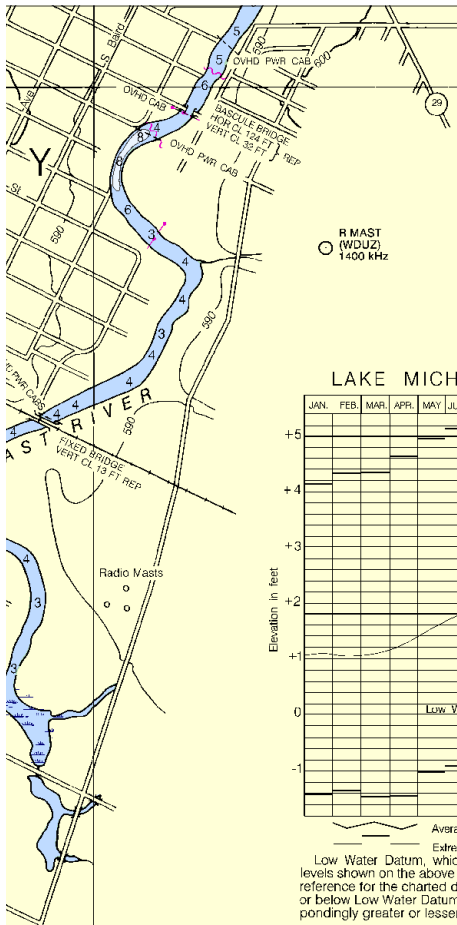
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Printed at reduced scale. SCALE 1:25,000 — See Note on page 5.







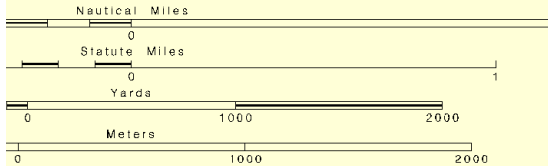
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**HORIZONTAL DATUM**

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SCALE 1:25,000



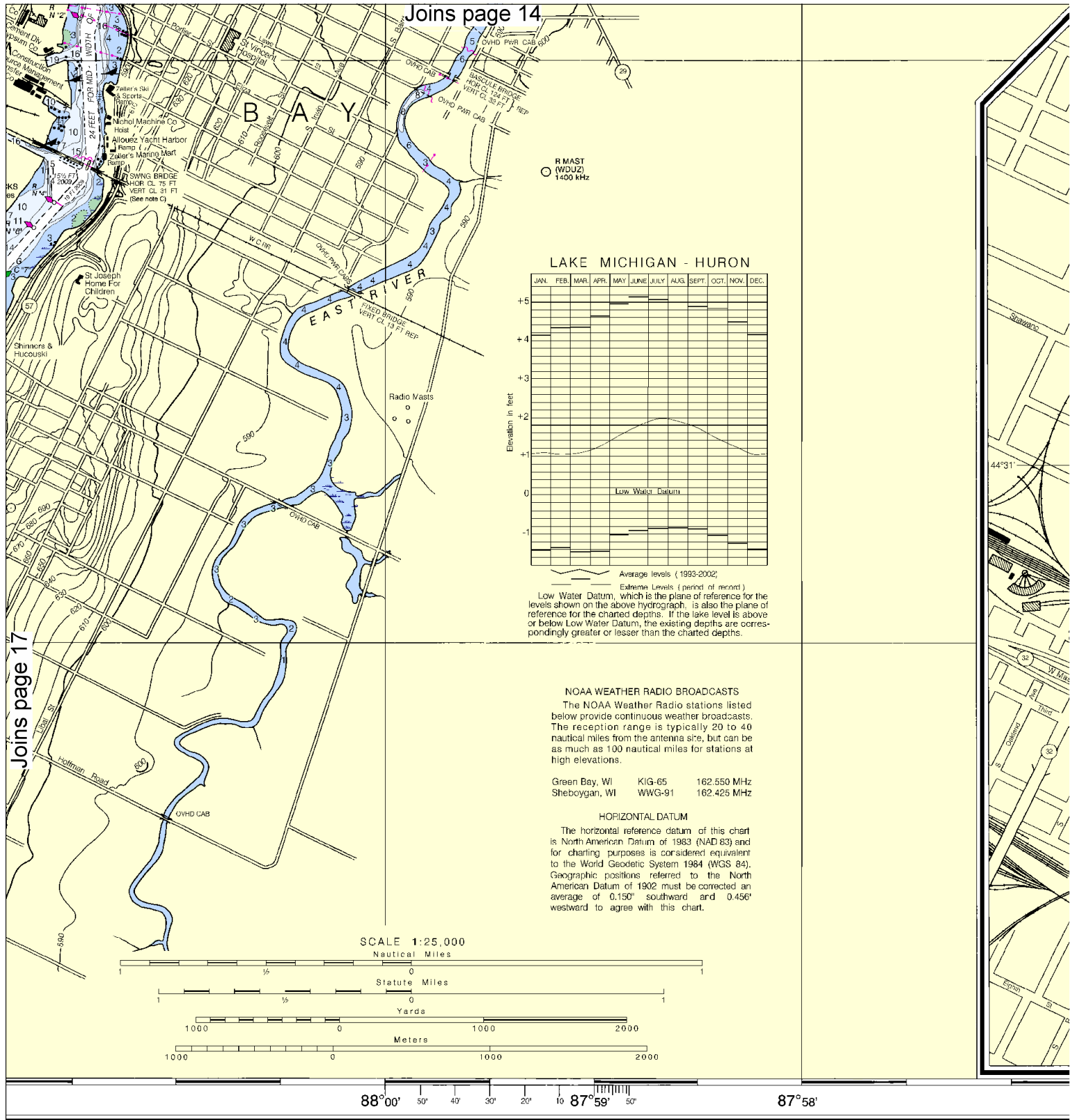
88°00' 50' 40' 30' 20' 10' 87°59' 50'

87°58'

87°56'

Published at Washington, D.C.  
U.S. DEPARTMENT OF COMMERCE  
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION  
NATIONAL OCEAN SERVICE  
COAST SURVEY

FATHOMS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
FEET	6	12	18	24	30	36	42	48	54	60	66	72	78	84	90
METERS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15



**SOUNDINGS IN FEET**

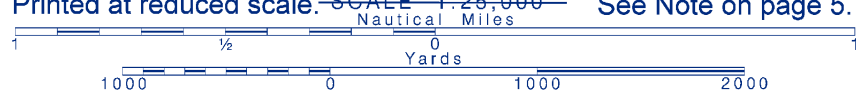
Published at Washington, D.C.  
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 NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION  
 NATIONAL OCEAN SERVICE  
 COAST SURVEY

FATHOMS	
FEET	
METERS	

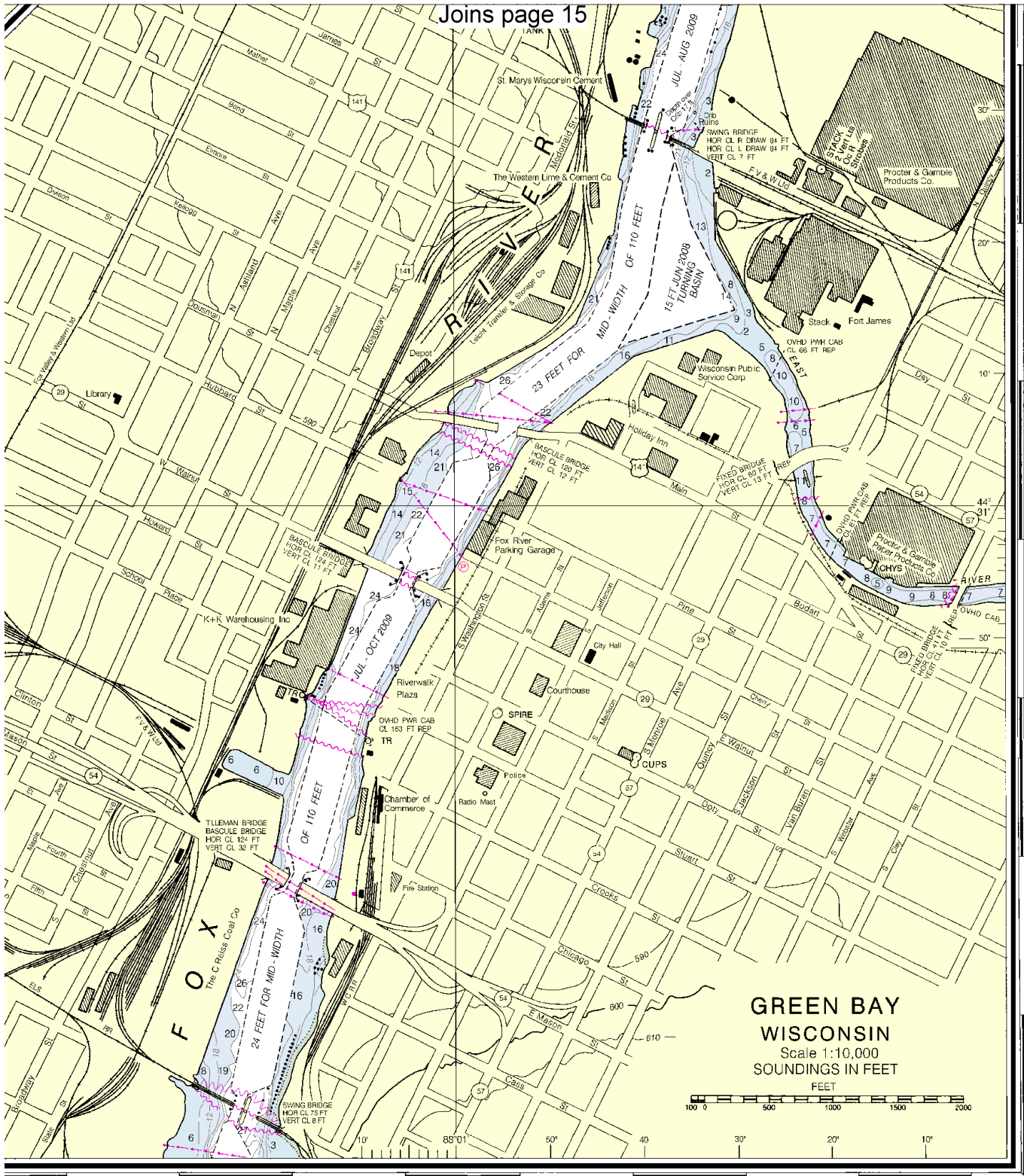
**18**



Printed at reduced scale. **SCALE 1:25,000** See Note on page 5.



Joins page 15

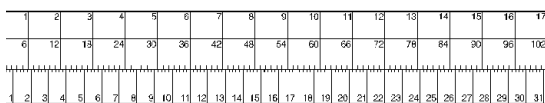


44°  
30'

44°  
28'

ED. NO. 27

NSN 7642014010693  
NGA REFERENCE NO. 14XHA14918



Head of Green Bay  
SOUNDINGS IN FEET - SCALE 1:25,000

14918



## EMERGENCY INFORMATION

### VHF Marine Radio channels for use on the waterways:

**Channel 6** – Inter-ship safety communications.

**Channel 9** – Communications between boats and ship-to-coast.

**Channel 13** – Navigation purposes at bridges, locks, and harbors.

**Channel 16 – Emergency, distress and safety calls** to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.

**Channel 22A** – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

**Channels 68, 69, 71, 72 & 78A** – Recreational boat channels.

### Distress Call Procedures

1. Make sure radio is on.
2. Select Channel 16.
3. Press/Hold the transmit button.
4. Clearly say: "MAYDAY, MAYDAY, MAYDAY."
5. Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
6. Release transmit button.
7. Wait for 10 seconds – If no response Repeat MAYDAY Call.

### **HAVE ALL PERSONS PUT ON LIFE JACKETS !!**

**Mobile Phones** – Call 911 for water rescue.

**Coast Guard Search & Rescue (RCC)** – 216-902-6117

**Coast Guard S & R (Milwaukee)** – 414-747-7182

**NOAA Weather Radio** – 162.400 MHz, 162.425 MHz, 162.450 MHz, 162.475 MHz, 162.500 MHz, 162.525 MHz, 162.550 MHz.

**Getting and Giving Help** – Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.



## NOAA CHARTING PUBLICATIONS

**Official NOAA Nautical Charts** – NOAA surveys and charts the national and territorial waters of the U.S., including the Great Lakes. We produce over 1,000 traditional nautical charts covering 3.4 million square nautical miles. Carriage of official NOAA charts is mandatory on the commercial ships that carry our commerce. They are used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters. NOAA charts are available from official chart agents listed at: [www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov).

**Official Print-on-Demand Nautical Charts** – These full-scale NOAA charts are updated weekly by NOAA for all Notice to Mariner corrections. They have additional information added in the margin to supplement the chart. Print-on-Demand charts meet all federal chart carriage regulations for charts and updating. Produced under a public/private partnership between NOAA and OceanGrafix, LLC, suppliers of these premium charts are listed at [www.OceanGrafix.com](http://www.OceanGrafix.com).

**Official Electronic Navigational Charts (NOAA ENC<sup>®</sup>)** – ENCs are digital files of each chart's features and their attributes for use in computer-based navigation systems. ENCs comply with standards of the International Hydrographic Organization. ENCs and their updates are available for free from NOAA at [www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov).

**Official Raster Navigational Charts (NOAA RNC<sup>™</sup>)** – RNCs are geo-referenced digital pictures of NOAA's charts that are suitable for use in computer-based navigation systems. RNCs comply with standards of the International Hydrographic Organization. RNCs and their updates are available for free from NOAA at [www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov).

**Official BookletCharts<sup>™</sup>** – BookletCharts<sup>™</sup> are reduced scale NOAA charts organized in page-sized pieces. The "Home Edition" can be downloaded from NOAA for free and printed. The Internet address is [www.NauticalCharts.gov/bookletcharts](http://www.NauticalCharts.gov/bookletcharts).

**Official PocketCharts<sup>™</sup>** – PocketCharts<sup>™</sup> are for beginning recreational boaters to use for planning and locating, but not for real navigation. Measuring a convenient 13" by 19", they have a 1/3 scale chart on one side, and safety, boating, and educational information on the reverse. They can be purchased at retail outlets and on the Internet.

**Official U.S. Coast Pilot<sup>®</sup>** – The Coast Pilots are 9 text volumes containing information important to navigators such as channel descriptions, port facilities, anchorages, bridge and cable clearances, currents, prominent features, weather, dangers, and Federal Regulations. They supplement the charts and are available from NOAA chart agents or may be downloaded for free at [www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov).

**Official On-Line Chart Viewer** – All NOAA nautical charts are viewable here on-line using any Internet browser. Each chart is up-to-date with the most recent Notices to Mariners. Use these on-line charts as a ready reference or planning tool. The Internet address is [www.NauticalCharts.gov/viewer](http://www.NauticalCharts.gov/viewer).

**Official Nautical Chart Catalogs** – Large format, regional catalogs are available for free from official chart agents. Page size, state catalogs are posted on the Internet and can be printed at home for free. Go to <http://NauticalCharts.NOAA.gov/mcd/ccatalogs.htm>.

**Internet Sites:** [www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov), [www.NOAA.gov](http://www.NOAA.gov), [www.TidesandCurrents.NOAA.gov](http://www.TidesandCurrents.NOAA.gov), [www.NOS.NOAA.gov](http://www.NOS.NOAA.gov).